

Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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May 2010

Crew Boat Market Report

Marcon presently has the following crew boats, pilot boats and launches officially available for sale, both domestically and abroad. Others though can be developed on a private and confidential basis.

	Length in Feet												Total
	Under 30'	30- - 40'	40' - 50'	50' - 60'	60' - 70'	70' - 80'	80' - 90'	90' - 100'	100' - 110'	110' - 120'	120' - 130'	Over 130'	
Jan 1997	7	10	36	9	11	6	5	2	29	8	1	0	125
Jan 1998	5	14	24	5	11	5	4	1	11	3	1	0	84
Jan 1999	2	14	25	6	7	4	2	2	11	8	2	0	83
Jan 2000	2	21	24	6	8	10	3	2	15	10	4	1	105
Feb 2001	9	18	25	7	11	9	3	3	27	14	5	3	134
Mar 2002	6	17	15	6	10	3	5	4	17	9	4	1	97
Mar 2003	5	14	25	10	10	3	4	4	19	21	5	4	124
Mar 2004	4	12	15	9	9	6	3	1	16	14	3	2	94
Mar 2005	4	15	18	10	13	4	3	2	14	8	6	1	98
Mar 2006	3	7	13	5	10	2	2	2	9	5	4	2	64
Mar 2007	3	10	10	3	7	5	4	1	8	8	1	1	61
Mar 2008	2	5	9	5	7	6	2	1	8	11	3	0	59
Jun 2008	2	5	13	6	8	6	2	0	5	7	1	2	57
Sept 2008	2	5	7	4	5	4	2	0	5	6	1	2	43
Dec 2008	2	4	6	4	5	9	6	2	7	3	1	3	52
Mar 2009	2	6	7	6	5	10	7	2	8	8	1	10	72
Aug 2009	3	15	13	14	8	13	11	2	9	12	4	15	119
Nov 2009	3	17	17	10	9	12	11	1	12	12	7	20	131
Feb 2010	4	16	17	9	11	11	12	1	19	16	5	21	142
May 2010 - Worldwide	5	14	19	12	13	12	10	2	19	13	5	22	146
May 2010 - U.S.	3	3	8	4	6	2	0	0	10	6	3	12	57
May 2010 - Foreign	2	11	11	8	7	10	10	2	9	7	2	10	89
Avg. Age - Worldwide	1993	1991	1988	1992	1980	1984	1992	1996	1979	1989	1990	1999	
Avg. Age - U.S.	1992	1982	1987	1973	1973	1985	0	0	1978	1985	1987	1997	
Avg. Age - Foreign	1994	1993	1989	2003	1986	1984	1992	1996	1979	1993	1995	2002	
Charter - Worldwide	0	2	2	1	2	4	2	1	5	5	1	8	33
Charter - U.S.	0	1	1	0	0	1	0	0	3	0	0	2	8
Charter - Foreign	0	1	1	1	2	3	2	1	2	5	1	6	25

Up Since Last Report

Down Since Last Report

Market Overview

Of the 9,913 vessels and 3,442 barges Marcon tracks, 827 are crew & pilot boats with 146 officially on the market for sale, plus we have 33 boats available for charter worldwide. 39.0% of the boats officially for sale are U.S. flag. 29 crew boats for sale worldwide were built within the last 10 years. 64 boats, or 43.84%, are 25 years of age or older. The oldest boat listed is a 50 footer built in 1957.

Sales listings continue to climb slightly. We are seeing more newer larger crew boats or fast supply vessels offered for sale. Prices remain stable at a level off their highs of 2008, but well above the last downturn. Most demand for second-hand crew boats has been coming from overseas markets, such as South America and West Africa. US buyers are few and far between and are usually only bargain hunting.

Sellers continue to be more negotiable and buyers have the best selection of boats in years.

www.marcon.com

Details believed correct, not guaranteed. Offered subject to availability.

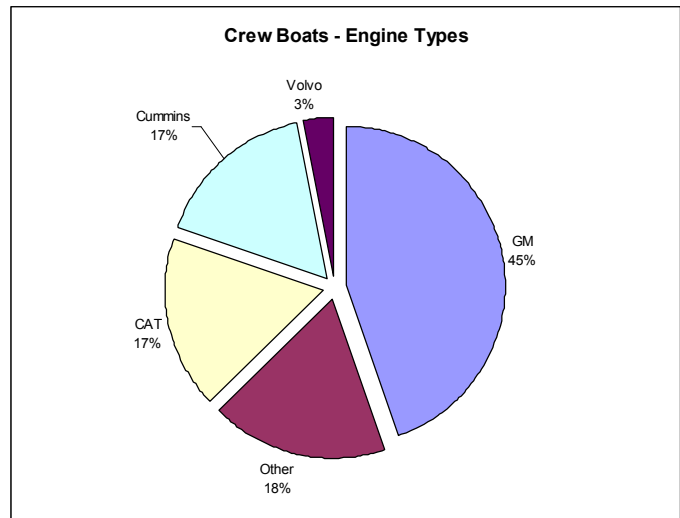
Marcon International, Inc.

Crew Boat Market Report – May 2010

Actual sale prices for all vessels and barges sold by Marcon to-date in 2010 are averaging 93.05% of asking prices, compared to 93.12% for 2009.

Where vessel location is known, 56 boats for sale are located in the U.S., followed by 29 in Southeast Asia, 14 in the Mid-East, 13 each in Europe and the Mediterranean, seven in Africa, six “by arrangement”, three in Latin America, two each in the Caribbean and Far East and one in Canada.

Of the crew, pilot boats and launches listed for sale, the most popular engine is still GM diesels powering 59 out of 132 boats where engines are given, then 23 CATs, 22 Cummins, 4 Volvos and 24 in other types.



Recent Corporate News



Seacor Holdings Inc.'s net income for the quarter ended March 31, 2010 was \$3.6 million on operating revenues of \$394.6 million. For the quarter ended March 31, 2009, net income attributable to Seacor Holdings Inc.

was \$53.0 million on operating revenues of \$399.5 million. For the preceding quarter ended December 31, 2009, net income attributable was \$22.2 million on operating revenues of \$476.5 million. Offshore Marine Services operating income in the first quarter was \$20.1 million on operating revenues of \$107.2 million compared with operating income of \$26.3 million on operating revenues of \$121.2 million in the preceding quarter. First quarter results included \$12.7 million in gains on asset dispositions compared with \$3.8 million in gains in the preceding quarter. Excluding the impact of gains on asset dispositions, operating income was \$15.0 million lower in the first quarter. Overall operating revenues were \$14.0 million lower in the first quarter. Time charter revenues decreased by \$11.0 million, primarily due to lower average day rates, a shorter quarter and increased downtime due to vessel drydockings and conversions. Downtime due to vessel drydockings in the first quarter was 371 days compared with 157 days in the preceding quarter. As of March 31, 2010, Seacor had 14 vessels cold-stacked in the U.S. Gulf of Mexico compared with 19 as of December 31, 2009. During the first quarter, one additional vessel was cold-stacked, and six vessels were returned to active service.



Seacor's Quarterly Utilization and Average Day Rates for Crew Boats

	2010	2009				2008			
	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar
Fleet Count:	57	57	68	68	71	75	77	76	77
Day Rates:	\$6,682	\$6,881	\$7,615	\$7,592	\$7,311	\$7,228	\$7,080	\$6,608	\$6,745
Utilization:	68%	59%	60%	71%	78%	90%	87%	77%	69%
Available Days:	4,500	5,499	5,796	5,973	6,123	6,383	6,348	6,492	6,552

The number of days available for charter in the first quarter decreased by 1,172, or 8.7%. Overall utilization increased from 68.0% to 71.5% and overall average day rates, based on time charter revenues recognized, decreased by 6.2% from \$12,093 per day to \$11,339 per day. In the U.S. Gulf of Mexico, time charter revenues were \$35.7 million lower in first quarter 2010 compared with first quarter '09. Net fleet dispositions, the impact of vessels mobilizing between geographical regions and changes in utilization and fleet mix combined to reduce the region's time charter revenues by \$17.1 million. In overall terms, the decrease in base average day rates in the U.S. Gulf of Mexico reduced time charter revenues by \$18.6 million.

Marcon International, Inc.

Crew Boat Market Report – May 2010



Tidewater Inc.'s of New Orleans fourth quarter net earnings for the period ended March 31, 2010, of \$56.9 million on revenues of \$260.0 million. For the same quarter last year, net earnings were \$109.7 million on revenues of \$341.6 million. For fiscal year ended March 31, 2010, net earnings were \$259.5 million on revenues of \$1,168.6 million. For the fiscal year ended March 31, 2009, net earnings were \$406.9 million on revenues of \$1,390.8 million.

Vessel revenues generated by Tidewater's international segment decreased approx. \$160.9 million, or 13%, during fiscal 2010 compared to fiscal 2009, while the vessel revenues generated by the U.S. segment decreased approx. \$57.3 million, or 39%, during the same comparative periods. Other marine revenues decreased approx. 12%, or \$4.0 million, during the same comparative periods. International segment vessel operating costs decreased approx. 5%, or \$27.4 million, while Tidewater's U.S. segment vessel operating costs decreased approx. 34%, or \$28.2 million, during fiscal 2010 as compared to fiscal 2009. Tidewater reduced its vessel operating costs in reaction to the contraction in spending by Tidewater's customers. Costs of other marine revenues decreased approx. 6%, or \$1.9 million, during the same comparative periods. A significant portion of Tidewater's operations is conducted internationally; therefore, Tidewater's international vessel operations are the primary driver of its revenue and earnings. Revenues generated from international vessel operations as a percentage of Tidewater's total vessel revenues were 92% during fiscal 2010 compared to 89% during fiscal 2009. Internationally based vessel revenues decreased \$160.9 million, or 13%, during fiscal 2010 as compared to fiscal 2009, primarily due to an approx. 7% decrease in utilization rates on vessels operating in international markets, reflecting weaker demand for Tidewater's vessels. Average day rates for internationally based vessels increased a relatively modest 2% during fiscal 2010 as compared to fiscal 2009. Higher average day rates for internationally based vessels reflect a change in the mix of vessels operating during fiscal 2010 compared to fiscal 2009. Leading edge day rates have generally been declining across vessel classes; however, the impact of this decline on average day rate statistics was mitigated by a change in the mix of vessels that were working in fiscal 2010 relative to fiscal 2009.

In particular, Tidewater stacked a number of traditional vessels in fiscal 2010 and the traditional vessels generally earn lower day rates than newer vessels. As a result, the average working vessel in fiscal 2010 earned a higher day rate than the average working vessel in fiscal 2009. In addition, Tidewater's revenues decreased during the comparative periods because of the loss of revenue from the seizure of its Venezuelan operations. Tidewater's Venezuelan operations contributed \$11.3 million of revenues during fiscal 2010 as compared to \$61.6 million of revenues contributed during fiscal 2009.

Tidewater's crew/utility class of vessels were responsible for approx. 10%, or \$16.5 million, of the loss in revenue during the same comparative periods due to lower utilization and average day rates because of weaker demand for Tidewater's crew/utility class of vessels.



Vessel revenues from U.S.-based vessels decreased approx. 39%, or \$57.3 million, during fiscal 2010 as compared to fiscal 2009, primarily due to an approx. 18 percentage point decrease in total U.S. utilization rates, which reflect the deterioration of the macroeconomic environment in the U.S. GOM market during the comparative periods. Average day rates increased approx. 9% during the same comparative time periods, but the increase in average day rates was insufficient to mitigate the negative effects that lower utilization rates had on U.S. segment revenues. Higher average U.S. day rates reflect a change in the mix of vessels operating during fiscal 2010 compared to fiscal 2009.

As was the case with international operations, leading edge day rates in the U.S. segment generally declined across vessel classes; however, the impact of this decline on average day rate statistics was mitigated by Tidewater stacking traditional vessels. Vessel revenues also decreased during the comparative periods because of the transfer of approx. three vessels to international markets.

Marcon International, Inc.

Crew Boat Market Report – May 2010

Tidewater Quarterly Utilization and Average Day Rates for Crew / Utility Boats

	2010		2009			2008			
	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar
Utilization									
Domestic	14.20%	14.30%	18.80%	45.40%	74.00%	84.20%	75.50%	77.30%	73.00%
International	72.30%	70.40%	71.30%	75.70%	71.00%	75.50%	79.50%	86.10%	85.10%
Avg. Day Rates									
Domestic	\$4,757	\$4,749	\$5,032	\$4,997	\$5,352	\$5,591	\$6,017	\$6,010	\$6,201
International	\$4,856	\$4,642	\$4,935	\$5,224	\$5,316	\$5,154	\$5,184	\$4,965	\$4,819
Vessels									
Domestic	7	7	7	8	8	10	13	13	13
International	61	66	69	71	72	72	70	70	71

In response to the deteriorating U.S. Gulf of Mexico market conditions, Tidewater stacked and removed from its active fleet vessels that could not find attractive charter hire contracts. At the beginning of fiscal 2010, the U.S. Gulf of Mexico had 15 stacked vessels. During fiscal 2010, Tidewater stacked 11 additional vessels, sold five vessels from the previously stacked vessel fleet, and returned to domestic service one vessel, resulting in a total of 20 U.S.-based stacked vessels as of March 31, 2010. The depressed utilization rates during fiscal 2010 are reflective of the reduced demand for vessels in the U.S. Gulf of Mexico and the stacking of additional vessels.

Vessel Commitments Jan. '00 – March '10	Vessel Count	Estimated Cost
AHTS	80	\$1,426m
PSV's	74	\$1,449m
Crewboats & Tugs	67	\$289m
TOTALS:(1)	221	\$3,164m(2)

(1) Includes vessels added to the fleet financed by leases.
(2) \$2,704m (85%) funded through 3/31/10.

At March 31, 2010, Tidewater had 377 owned or chartered vessels (excluding joint-venture vessels and vessels withdrawn from service) in its fleet with an average age of 17.8 years. The average age of 170 newer vessels that have been acquired or constructed since calendar year 2000 as part of Tidewater's new build and acquisition program is 5.4 years. The remaining 207 vessels have an average age of 28.0 years. During fiscal 2010 and 2009, Tidewater's newer vessels generated \$770.5 million and

\$712.0 million, respectively, of consolidated revenues and accounted for 79% and 59%, respectively, of total vessel margin (vessel revenues less vessel operating expenses less vessel depreciation of \$76.2 million and \$64.4 million, respectively), while the traditional vessels generated \$367.7 million and \$644.3 million of the consolidated revenues during the same comparative periods, respectively, and accounted for the remaining 21% and 41% of total vessel margin, respectively. Vessel depreciation on Tidewater's traditional vessels was \$50.6 million and \$58.0 million, respectively, during the same comparative periods.

Tidewater disposed of 70 vessels in fiscal 2010, including 25 anchor handling towing supply vessels, 21 platform supply vessels, 10 crewboats, seven offshore tugs, five utility vessels and two other type vessels. Five of the 70 vessels disposed of were from the U.S. Gulf of Mexico vessel fleet while 61 vessels were from the international fleet. The remaining four vessels were disposed of from vessels previously withdrawn from service. Six of the platform supply vessels that were disposed of were sold and leased back by subsidiaries of Tidewater during fiscal 2010.

Also during the year months ended March 31, 2010, 15 of Tidewater's vessels were nationalized by the Venezuelan government, and therefore removed from the owned or chartered vessel count. Of the 15 nationalized vessels, one was an anchor handling towing supply vessel, three were platform supply vessels, one crewboat, five were offshore tugs, three were utility vessels, and two were other type vessels.

Marcon International, Inc.

Crew Boat Market Report – May 2010

GulfMark Offshore, Inc. revenues for the three months ended March 31, 2010 were \$84.7 million. Net income was \$21.5 million and includes a \$15.0 million Norwegian tonnage tax benefit. Utilization continues to improve in the Americas and the North Sea regions. Utilization in the Americas was 80% in the quarter, a 15% increase from the fourth quarter. Utilization in the Gulf of Mexico increased 19%, from 62% in the fourth quarter of 2009 to 81% in the first quarter of 2010. Quarterly utilization increased in the North Sea to just over 90%, but decreased in Southeast Asia to 83%. Average day rates for the quarter in each region were down from fourth quarter '09, but the decrease in each of the regions was driven by different factors. The decrease in the average day rate in the North Sea was due to the dollar strengthening against local currencies. Excluding effect of currency changes, the average day rate was up over 2% from fourth quarter '09. In the Americas, the decrease was due to the mix of vessels employed. As lower day rate vessels returned to work, the average day rate went down. In the Americas, the change in average day rate excluding effect of vessel mix was an increase of approx. 3% from fourth quarter '09. The decrease in the average day rate in Southeast Asia was due to a decline to day rates of approx. 4% and to vessel mix.



strengthening against local currencies. Excluding effect of currency changes, the average day rate was up over 2% from fourth quarter '09. In the Americas, the decrease was due to the mix of vessels employed. As lower day rate vessels returned to work, the average day rate went down. In the Americas, the change in average day rate excluding effect of vessel mix was an increase of approx. 3% from fourth quarter '09. The decrease in the average day rate in Southeast Asia was due to a decline to day rates of approx. 4% and to vessel mix.

GulfMark Offshore's Utilization & Day Rates for the Americas Region

	2010		2009				2008			
	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	
Utilization	79.8%	64.8%	57.3%	79.9%	92.9%	95.7%	93.9%	85.5%	88.0%	
Avg. Day Rates	\$13,362	\$14,395	\$16,894	\$15,704	\$17,302	\$17,090	\$16,815	\$15,854	\$13,062	
No. Vessels	36.0	36.0	35.8	34.8	33.2	32.7	31.0	7.0	6.3	

Drydock expense was approx. \$7.0 million in the first quarter, an increase of \$2.5 million from fourth quarter '09. Full year drydock expense is still expected to be approx. \$22.3 million. Direct operating expenses for the first quarter were \$43.1 million, down approx. \$4.0 million from fourth quarter '09. Fourth quarter direct operating expenses were unusually high and a sequential quarterly decrease was anticipated. GulfMark continued to put vessels back to work in the Americas, and labor costs correspondingly increased by approx. \$1.0 million. Operating income for the first quarter of 2010 was \$8.9 million, down slightly from the fourth quarter of 2009. Although lower operating costs contributed \$4.0 million of additional operating income, this amount was offset by \$2.5 million of higher drydock costs and an increase in general and administrative costs of approx. \$1.7 million. The sequential quarterly increase in general and administrative costs was due to two primary factors: the amount was relatively low in fourth quarter '09 due to collecting receivables in that quarter that were previously written off, and higher professional fees in the first quarter primarily associated with the restructuring completed in January.

Bruce Streeter, President and CEO, commented, "We fully met our internal expectations for the first quarter, actually exceeding what we expected for February and March. We previously discussed our view that 2010 would start fairly weak and strengthen to some extent as the year develops. Utilization continued to improve in those areas that have been hardest hit: the Americas and the North Sea. We did anticipate that contract turnover would lead to lower results in Southeast Asia and that did occur. However, even with the loss of utilization between contracts, operating income margin was 57% for the quarter. We are optimistic about 2010, especially in comparison to the latter part of 2009. Hurricane season in the Gulf of Mexico may result in some softness in the Americas region and the completion of construction work periods in other regions could have a negative impact. However, consistency in the price of oil and our ability to get vessels working has been gratifying. Over the past few years we have found it advantageous to increase the level of drydock activity in the first quarter, and that continued in the first quarter of 2010. We have also continued to move vessels to maximize best opportunities. We took a crewboat out of service late in the quarter to prepare it for a term contract in Mexico that has now started. We also completed modifications and regulatory requirements on a vessel that is now on a term contract in Brazil. Additionally, we have a vessel in the Falklands to support a drilling program and another North Sea unit heading to Trinidad as part of a construction project. We continue to focus on the future and are looking for the right value opportunities. Keeping our vessels working in tough times is due in part to maintaining a young, technologically advanced fleet of vessels. We were extremely pleased by both the number and mix of contracts we were able to obtain during the quarter. We will continue to work to meet our customers' expectations and to look for opportunities that allow us to maintain and improve our fleet value, mix and earning capacity."

Marcon International, Inc.

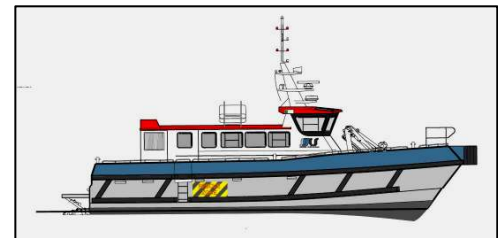
Crew Boat Market Report – May 2010

Recent New Construction and Shipyard News

Below is a breakdown of current US shipyard contracts published by Maritime Business Strategies, LLC, in association with MarineLog, as of May 1, 2010. There are currently 10 crewboats being built at US shipyards. This is down 8 from our last report in February 2010.

Location	Type of Vessel	Customer	Yard #	Name	Description	Delivery
Breaux's Bay Craft						
Loreauville LA	Crewboat	For stock			165 ft.	2010
Loreauville LA	Crewboat	For stock			175 ft.	2010
C. & G. Boat Works						
Mobile AL	Crewboat	Graham Gulf	99		175 ft.	2010
Gulf Craft						
Patterson LA	Crewboat	Seacor Marine			190 ft.	10-Mar
Patterson LA	Crewboat	Seacor Marine			190 ft.	10-Sep
Patterson LA	Crewboat	Seacor Marine			190 ft.	11-Mar
Patterson LA	Crewboat	Gulf Offshore Logistics			220 ft.	2012
Patterson LA	Crewboat	Gulf Offshore Logistics			220 ft.	2012
Patterson LA	Crewboat	Gulf Offshore Logistics			220 ft.	2013
Patterson LA	Crewboat	Gulf Offshore Logistics			220 ft.	2013

Maritime Craft Services (Clyde) Ltd. Of Ayrshire, U.K. have placed an order with **South Boats Special Projects Ltd. (UK)** for two 19m x 7m x 1m catamarans specifically designed to transfer personnel to offshore wind turbines. The vessels will be built under DnV classification and are due for delivery March 2011. The catamarans can carry up to 12 passengers.



Damen Fast Crew Supplier 3307 "HaTa Empat" is the fourth crew boat built for **Powertium Marine Sdn Bhd** of Malaysia of this type. Like her sister vessels, the 34.4m x 6.7m x 3.3m depth hull aluminum crewboat is working offshore transferring crew and cargo to and from various platforms. A unique hull form means that she is capable of sailing at maximum speed even in the toughest monsoon conditions in the South China Sea. The vessel is powered by three 12-cylinder CAT C32 diesels producing a total of 2,844HP CSR driving three fixed pitch props. "HaTa Empat" was built by Damen Shipyards Singapore and delivered in October 2009.

The "Atco Rima" (Damen Stan Tender 2306) was delivered to **ATCO Marine** (A.A. Turki Group of Companies) at the beginning of 2010. The "Atco Rima" will mainly be used for pilot duties and as a crew boat on Saudi Arabia's east coast. The second in a series of two, the steel hulled vessel has good clear deck space and fully air-conditioned accommodation, including berths for six crew, seating for 12 passengers and a dedicated office.



On December 22, 2009, the 53.3m x 9.2m x 4.7m depth / 2.68m draft Damen Sea Axe 5009 design Fast Crew Supplier "Independencia" was delivered from P.T. Dumas in Surabaya, Indonesia, to Naviera Integral SA de CV, which is the biggest operator of crewboats and fast supply vessels in Mexico. The welded steel crewboat hull and aluminum superstructure was initially built by Song Cam Shipyard of Haiphong, Vietnam and finished out by P.T. Dumas and B.V. Scheepswerf Damen. "Independencia" is powered by four CAT 3512B-DITA diesels producing 1,672HP each at 1,600RPM which deliver a speed of about 25kn. The Bureau Veritas classed vessel is designed to carry 80 passengers and up to 300 tons of cargo on her 2,637ft2 aft deck.

Marcon International, Inc.

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Featured Listings

File: CB10009 Crew Boat - 100.0' loa x 23.6' beam x 9.6' depth x 4' light draft x 6.60' loaded draft. Built: 1978 at Camcraft, USA. U.S. flag. GRT: 97 NRT: 66. Class: USCG COI exp July 31, 2011. 22T deck cargo on 46'x19' clear deck. FO: 2,650g, FW: 600g. 3 x GM 12V71TI total 1,530BHP at 2,100RPM. Twin Disc MS514 2:1 gear(s). Speed about 22kn on 60g/hr. Gensets: 2 - 40kW / GM3-71, 120/140vAC. Autopilot. Radar, Fathometer, SSB, VHF. Quarters. Air conditioned. Galley. Passengers: 46. All aluminum. Reportedly in good condition and working, but owner will consider a sale. Inspection: **U.S. Gulf Coast**.



File: CB10507 Crew Boat - 105.0' x 22.0' beam x 9.0' depth x 6.70' loaded draft. Built: 1979 at Camcraft; Jean Lafitte, LA. U.S. flag. GRT: 89. USCG Certificate of Inspection expires 11 Dec 2012. 25LT cargo on 45'x16' deck. FO: 2,200g, FW: 600g, DW: 4,000g. 3 x GM 12V71TI total 1,530BHP. Twin Disc 514 2:1 gears. 32" x 30" 4 blade props. Speed about 20kn. Gensets: 2 - 40kW / GM3-71 240v. Crown 2x2 fire pump. Radar, GPS, Fathometer, 2 VHF's. 6 berths. Air conditioned. Galley. Passengers: 53. Aluminum hull. Good working vessel. No competition concerns. Stern controls. 2 spare wheels & one spare shaft included. Inspection: **U.S. Gulf Coast**. Delivery: Prompt.

File: CB11036 Crew Boat - 115.0' x 22.0' beam x 7.0' depth x 5' light draft x 6.50' loaded draft. Built: 1979 at Camcraft; Jean Lafitte, LA. U.S. flag. GRT: 94. USCG COI valid. 30T deck cargo on 58'x19' deck. FO: 2,400g, FW: 4,800g. 3 x GM 12V71TI total 1,530BHP at 2,100RPM. 2.5:1 gears. 36" x 34" props on 3" shafts. Speed about 20kn on 75g/hr. Gensets: 2 - 40kW Delco / GM-371. Radar, GPS, Fathometer, SSB, VHF. Steering: Hydraulic. Quarters: 4 crew. Air conditioned. Galley. Passengers: 59. All aluminum construction. Enclosed stern controls. Good condition, working vessel. For sale en-bloc with CB11223. En-bloc price ideas and inspection details upon request. Inspection: **U.S. Gulf Coast**. Delivery: By Arrangement.



File: CB11223 Crew Boat - 120.0' x 23.4' beam x 7.0' depth x 6' light draft x 6.10' loaded draft. Built: 1980 at Camcraft; Jean Lafitte, LA. Rebuilt: 1985. U.S. flag. GRT: 89 NRT: 60. U.S. Coast Guard COI. Last drydocked 28th April 2008. 30T cargo on 60'x20' clear deck. FO: 5,400g, FW: 7,000g. 3 x GM 12V71TI total 2,025BHP at 2,100RPM. 2.5:1 gears. 36"x36" props on 3.5" shafts. Speed about 20kn. Gensets: 2-40kw/GM3-71. Radar, GPS, Fathometer, SSB, VHF. Steering: Hydraulic. Quarters: 4 crew. Air conditioned. Passengers: 54. All aluminum construction.

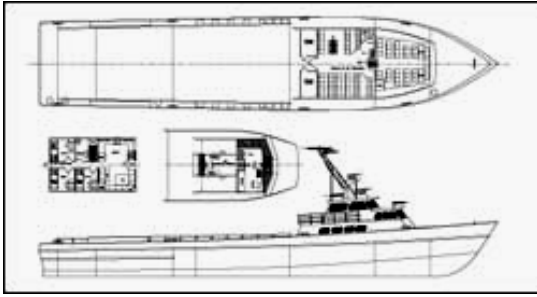
Enclosed stern controls. Good condition, working vessel. For sale enbloc with CB11036. Price ideas and inspection details upon request. Inspection: **U.S. Gulf Coast**. Delivery: By Arrangement.

File: CB11048 Crew Boat - 110.0' x 25.0' beam x 7.3' depth x 6' light draft x 8.00' loaded draft. Built: 1985 at Gulf Craft Inc; Patterson, LA. U.S. flag. GRT: 92. USCG COI for 35 persons. 35LT cargo on 20'x57' clear deck. FO: 6,600g, FW: 6,600g, DW: 6,600g. 4 x GM 12V71TI total 2,040BHP. 4 - FP props. Range 1,500nmi. Speed about 20-22kn. Gensets: 2 - 30kW, GM3-71 120-208vAC, 3 phase, 60Hz. Radar, GPS, Fathometer, VHF, Navtex. SatCom. Air conditioned. Galley. Passengers: 35 max. 2 steering stations, fore & aft. All aluminum. Inspection: **U.S. Gulf Coast**.



Marcon International, Inc.

Crew Boat Market Report – May 2010



File: CB15538 Crew Boat 155' x 30' x 11' depth. Built: 1988 at Gulf Craft. U.S. flag. GRT: 87. USCG COI "T" expires Sept. 2012. Not Classed. No SOLAS. Deadweight: 200LT. 150LT cargo on 86'x26' deck. FO: 13,800g. FW: 1,200g. DW: 37,000g. 6 x Cummins KTA19 total 4,080BHP. 2.5:1 gears. 6 - 39"x36" props. 4 rudders. Speed @20-24kn on 112-222gph. Gensets: 2 - 50kW 120/208vAC 3Ph 60Hz. 900g/min fire monitor on stern. Two radars, GPS, Fathometer, SSB, & 2 VHF's. Quarters: 6 in 3 cabins. Air conditioned. Galley. Passengers: 83 seats. Sold "as is, where is" with all faults latent & patent. No warranties, express or implied, as

to nature, design quality or condition. **U.S. Gulf Coast.** Delivery: Prompt.

File: CB16035 Crew Boat 160' x 30' x 11' depth x 9' loaded draft. Built: 1989 at Gulf Craft, Inc. U.S. flag. GRT: 98. USCG "T" COI expired Feb 2010. No SOLAS. No ABS Loadline. Not Classed. Deadweight: 282LT. Lt. Disp: 136LT. 180LT cargo on 90'x26' clear deck. FO: 13,000g. FW: 1,200g. DW: 43,000g. 6 x Cummins KTA19 total 4,080BHP. Twin Disc 518 2.5:1 gears. 6 - 39" x 36" props. 4 rudders. Speed @20-24kn on 112-222gph. Gensets: 2 - 50kW 120 /208vAC 3Ph 60Hz. 900g/min fire monitor. Two radars, GPS, Fathometer, SSB, & 2 VHF's. 6 berths in 3 cabins. Air conditioned. Galley. Passengers: 83 seats. Sold "as is, where is" with all faults latent & patent. No warranties, express or implied, as to the nature, design quality or condition. Inspection: **U.S. Gulf Coast.** Prompt.



File: CB16036 Crew Boat 160' x 30' beam x 11' depth x 9' loaded draft. Built: 1990 at Gulf Craft, Inc. U.S. flag. GRT: 98. USCG "T" COI expires Nov 2012. Not Classed. No SOLAS. No ABS Loadline. Deadweight: 282LT. Lt. Disp: 136LT. 150LT cargo on 89'x24' clear deck. FO: 13,000g, FW: 1,200g, DW: 43,000g. 6 x Cummins KTA19 total 4,080BHP. Twin Disc 518 2.5:1 gears. 39"x36" props. 4 rudders. Speed @20-24kn on 112-222gph. Gensets: 2 - 50kW 120/208vAC 3Ph 60Hz. 900g/min fire monitor mounted on stern. Two radars, GPS, Fathometer, SSB, and 2 VHF's. Quarters: 6 berths / 3 cabins.

Air conditioned. Galley. Passengers: 83 seats. ITC = 390G / 117N. All aluminum. Sold "as is, where is" with all faults latent & patent. Inspection: **U.S. Gulf Coast.** Delivery: Prompt.

Check www.marcon.com for latest crewboat listings, updates and market reports on other industry segments.

